

OAKLEIGH THORNE  
BUYS COMPANY TO  
AID HIS EMPLOYEES

Makes \$500,000 Deal to Provide Jobs for Men Who Stood by Him.

AIMS AT MR. PERKINS  
ON HIS PHILANTHROPY

Says He Does Not Propose to Become a Mediator Between Capital and Labor.

## PLANS FOR FUTURE NOT MADE

But He Is Not Returning to the Banking Business and Will Not Run Corporation Company.

Oakleigh Thorne, who is about to retire from Wall street and from the presidency of the Trust Company of America, since its sale to the Equitable Trust, closed a deal yesterday for the purchase of the Corporation Trust Company of New Jersey for about \$500,000. It was at first inferred that the banker, owing to the hostility of Wall street interests, had been compelled to cross the river to New Jersey if he wished to continue in the banking business. This Mr. Thorne denied, however, "I have bought the Corporation Trust Company," he said, "merely to take care of the boys."

An explanation of his plans showed that the banker had made his investment in a spirit of kindly consideration to take care of the men in his employ who have stood by him since the troublous days of 1907. Mr. Thorne said that owing to the prospective merger of the Trust Company of America with the Equitable Trust many of his employees would lose their jobs. It was with the view of aiding his associates that he bought the New Jersey institution, so that he would have the opportunity of offering the discharged men new positions in the company which he owned.

Mr. Thorne added that the Corporation Trust Company was not an institution of deposit, since it merely conducted the corporate affairs of companies in other states which are incorporated under the laws of New Jersey. "I am not going to run the trust company," he said, "so I am not returning into the banking business. What are my future plans? Well, I really cannot say because I haven't yet made up my mind. I have yet to wind up many matters here for Alvin W. Kreh, of the Equitable Trust, because I have contracted to do them."

"But there is one thing I can say," added Mr. Thorne, with a twinkle of humor in his eyes. "I am not going to devote my future life toward becoming the mediator between capital and labor and adjusting their disputes. I am not going to become a philanthropist. That business doesn't pay."

This was a delicate thrust at George W. Perkins, on whom Mr. Thorne, in his recent testimony before the Stanley Committee, laid much of the blame for the troubles which overtook his institution in 1907. Mr. Perkins left the banking house of J. P. Morgan & Co. with the avowed purpose of applying his efforts in the future to the settlement of the difficulties between labor and capital.

When asked whether he knew anything about the "Money Trust" Mr. Thorne replied: "I don't know what it is. We'll have to learn about it when they begin their investigation in Washington. But I think that a banking house should be aided and not injured. There are many peculiar features connected with the conduct of a trust company which has had trouble such as this one had. One of them is the fact that all the small depositors stood by us all through our trials. The big depositors withdrew their accounts, but the smaller men stayed by us. They came to me with words of encouragement, said they would leave their money with us and congratulated me when we got on our feet again. It really strikes me that persons with the least quantity of worldly goods have the greatest abundance of human kindness."

"From a numerical standpoint, we never had much more than ten thousand deposit accounts before the days of 1907, and now we have 3,500 of such accounts. Of course the business of a trust company is mostly in trust accounts, and here is where the experiences we passed through hurt us most. A man would be making his will, and somebody would suggest that he leave his estate in trust with the Trust Company of America. They would go to a lawyer for advice, and the lawyer would say, 'Why that is the company that had the trouble.' This occurred time and time again."

"However, we stood by our guns and things righted themselves. Back in 1908 friends advised me to sell out my interests. The stock was then quoted at about \$20 or so a share, and instead of obeying their advice I bought more. The Equitable fire altered conditions down here, and we put through our sale at the rate of \$375 a share."

Discussing the previous deal by the Equitable Trust for the Knickerbocker Trust Company, which, as told in the HERALD, fell through because of differences of opinion on the valuations of the Knickerbocker's buildings, Mr. Thorne said that Charles S. Brown, a real estate expert, had appraised the Trust Company of America Building at \$3,500,000.

"Don't worry—just smile," is Mr. Thorne's motto. He planned a card containing these words to his desk during the panic of 1907 and still retains it there. The next development in the affairs of his company, he said, would be on March 1, when, in all probability, the merger agreement between the two companies would be signed.

Where Classified News  
Is Placed To-Day.

General	3, 4, 5, 6, 7 and 13
Churches	3 and 6
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For index to advertisements in to-day's Herald see page 9.	

LANDERS MOTOR CAR  
RUNS DOWN WOMAN

One Dying After Automobile of  
Erstwhile New Britain Mayor  
Hits Buggy.

[SPECIAL DESPATCH TO THE HERALD.]  
NEW LONDON, Conn., Thursday.—In a collision with the automobile of George M. Landers, once Mayor of New Britain, Mrs. Christopher G. Newbury, wife of a Waterford farmer, was dangerously injured at seven o'clock to-night.

Mr. Landers was returning from Hartford and was four miles from New London on the Niantic road when a carriage with Mrs. Newbury and Mrs. W. Lewis suddenly came into view, crossing the road diagonally. Before the chauffeur could bring the Landers machine to a stop the vehicle was hit broadside, and both occupants were thrown out.

Mr. Landers and the chauffeur picked up the women and raced to the Memorial Hospital here. Mrs. Newbury's skull was fractured and she was unconscious. Her companion escaped with a few bruises. Mrs. Newbury's chances for recovery are doubtful, surgeons say.

HOWARD GOULD'S  
CAR KILLS A BOY

Two Lads, Coasting Down Long Isl-  
and Hill, Crash with Terrific  
Speed Into Automobile.

PORT WASHINGTON, L. I., Thursday.—Howard Gould's automobile, which was being driven by William Holland, his chauffeur, killed Cyril Rumens, twelve years old, this afternoon and so severely injured John De Mar, of the same age, that he is not expected to live.

The two lads were coasting down a hill through the woods and as they sped across the Old Hickory road the Gould automobile, with several servants on their way to the railroad station, came along. The sled struck the automobile between the front and rear wheels. One boy was thrown under the heavy rear wheel and was crushed to death. The other lad received a concussion of the brain and possible internal injuries. He is at Dr. Cook's sanitarium here.

Coroner Charles R. Weeks made an investigation, which he says convinced him that Holland was in no way responsible for the accident. Holland was not arrested.

## TRIES ALL DAY, BUT CAN'T DIE.

Man Fires Three Shots at Three Hour  
Intervals, Then Is Discovered.

SAN FRANCISCO, Cal., Thursday.—After having fired three shots into his breast at intervals of three hours, Rudolph Herbert, a druggist here, became discouraged and summoned police assistance to-day. He had calmly awaited death for twenty-four hours.

"I have tried every way I know how, but I do not seem to be able to kill myself," he said. "I can't die, so I suppose there is nothing to do but get well."

Herbert had been ill several months. He will recover.

GIRL QUITS HOSPITAL  
AFTER 32 OPERATIONS

Philadelphia Miss Spent Seven Years  
on Cot Following Simple  
Trouble with Leg.

[SPECIAL DESPATCH TO THE HERALD.]  
PHILADELPHIA, Pa., Thursday.—Margaret Doyle, twenty years old, left the Methodist Hospital to-day after having been on a hospital cot seven years and having undergone thirty-two operations.

"Perhaps now the world will appear to be something to me besides surgical instruments, pain and operations," she remarked as she stepped into the bright sunshine and prepared to go to her home. The young woman entered the hospital years ago to have a bone in her leg straightened. Six operations were necessary to make a perfect limb, and she was about to be discharged when she was attacked with appendicitis. The operation for appendicitis was followed by twenty-five more operations to correct unfortunate results of the first.

"It began to seem that every time the surgeons had a spare minute," said Miss Doyle, "they placed me on an operating table and began to hack away."

The physicians and nurses are a unit in declaring that Miss Doyle was the most comely patient ever in the hospital. She never complained and always smiled, even when her pain was greatest.

MORSE IS FREED;  
HAS 6 MONTHS TO  
LIVE, IS REPORT

President Acts When Surgeons  
Declare Prisoner Is on  
Brink of Death.

TOO FEEBLE TO BE  
TAKEN TO ARKANSAS

Private Physician Says He Might  
Die Before Removal from  
Hospital.

"I'M GLAD," HE MURMURS

Commutation After Serving Two of  
Fifteen Years' Term Will Not  
Restore His Civil Rights.

[SPECIAL DESPATCH TO THE HERALD.]  
WASHINGTON, D. C., Thursday.—President Taft to-day commuted, to expire at once, the sentence of Charles W. Morse, the convicted New York banker, held at the Army Hospital at Fort McPherson. The President's action was taken upon the recommendation of Attorney General Wickersham, who conferred with him at the White House to-day. Mr. Wickersham's recommendation was based on this report of Surgeon General George H. Toney:—

"A careful review of the reports makes it clear to my mind that he is suffering from a combination of diseases due to degenerative changes which are incurable and progressive. The reports show that the condition of both the kidneys and the heart is growing worse."

"I regard the attack of cardiac dyspnea, or heart block, from which he suffered on the morning of the 13th inst., as an ominous occurrence. In my opinion the prisoner's duration of life will be in all probability less than one month if kept in confinement, and in the event of his release under commutation of sentence it is not probable that he will live as long as six months."

Arrangements were made several days ago at the President's recommendation for the transfer of Mr. Morse from the hospital at Fort McPherson to the Army and Navy General Hospital, at Hot Springs, Ark., but reports from the army surgeons said that Mr. Morse was too weak to stand the strain of the journey.

Mr. Morse had served two years of a fifteen years' sentence for violation of the banking laws. Unlike a pardon, the commutation of sentence does not restore his civil rights.

Mrs. Morse, who arrived here to-day from New York, was informed of the President's clemency. She will leave to-morrow for Atlanta.

Efforts made for a complete pardon were unavailing, and under the law Morse could not be paroled until he had served five years. Under the commutation he will be allowed to leave the army hospital at Fort McPherson, near Atlanta, at once. Recent efforts in his behalf developed the fact that his friends wished to take him to Carlsbad for treatment, and to-night it was deemed probable that he would be taken abroad at once.

The commutation of Morse's sentence came at the end of months of unremitting effort on the part of Mrs. Morse and the banker's friends.

MR. MORSE'S NATIVE TOWN CELEBRATES  
Release with Bonfires.

BATH, Me., Thursday.—The news of the freeing of Charles W. Morse by President Taft roused the city of Bath, the birthplace of the financier, to a high pitch of excitement and joy to-night. A band was called out and bonfires were lighted on the green at Sagadahoc square. Led by the band, several hundred men marched through the streets, burning red fire and cheering for Mr. Morse and President Taft. Telegrams were despatched to Mr. and Mrs. Morse and to the President extending congratulations.

FEAR MORSE MAY DIE  
BEFORE HIS REMOVAL

At Brink of Death, Says Private  
Physician—"I'm Glad To Be  
Free," He Murmurs.

[SPECIAL DESPATCH TO THE HERALD.]  
ATLANTA, Ga., Thursday.—Charles W. Morse, for two years an inmate of the federal prison here, received the news of his release to-day without emotion.

"I'm glad to be a free man again," he murmured weakly to Warden Meyer, when that official carried to him the official message.

Morse has been pardoned on the brink of death, according to Dr. A. L. Fowler, his private physician. He may live a few months, he might die before he is removed from the government reservation, said Dr. Fowler. In any event, he will never be able again to transact business.

The only member of the Morse family in Atlanta to-day was Miss Jennie Morse, a sister. She paid several visits to the patient during the day. Scores of telegrams have been received at her hotel congratulating her.

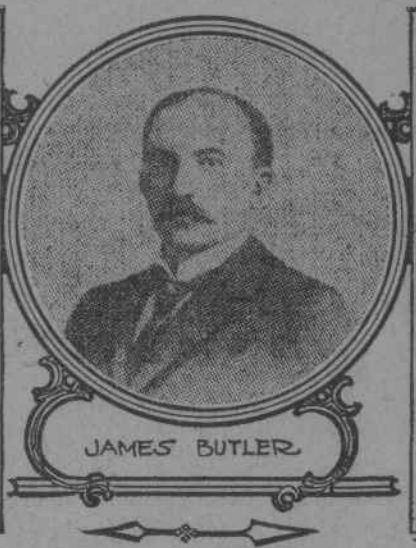
Morse is in so serious a condition that he will not be removed from the hospital, it is said, for ten days at least.

Morse has manifested very little interest in life of late, and few persons have been permitted to see him.

Joseph Conrad, the world's most famous writer of sea stories, has written especially for the NEW YORK HERALD a new novel called "Chance," which will be of peculiar interest to women. First chapters next Sunday.

Cardinal Farley Brings Honors from Pope  
for Three Priests and One Layman

THE REV. CHARLES A. FARLEY.



JAMES BUTLER.



THE REV. JOHN J. DUNN.

Fathers Dunn, Ferrante and  
Cassidy Made Monsignori and  
Mr. J. Butler a Papal Knight.

## MASS OF THANKSGIVING

Thousands Rush to Cathedral to  
See Illumination—Cardinal  
Visits Dead Friend's Home.

Cardinal Farley announced yesterday one new member of the Order of the Knights of St. Gregory the Great and three new monsignori. The new Papal Knight is Mr. James Butler. The priests elevated are the Rev. John J. Dunn, director of the Society for the Propagation of the Faith; the Rev. Gherardo Ferrante, of the staff of St. Patrick's Cathedral, and the Rev. Charles A. Cassidy, rector of St. Peter's Church, New Brighton, Staten Island. These priests will appear for the first time in the robes of their new offices at the pontifical mass of thanksgiving next Thursday in the Cathedral. Notice of their elevation was contained in letters signed by Cardinal Merry del Val, Papal Secretary of State, and delivered by Cardinal Farley.

Mr. Butler has not yet received his insignia of office. He has been a personal friend of Cardinal Farley for many years. Mr. Butler recently built Marymount Academy for the Sisters of the Sacred Heart in memory of his wife. The cost was \$250,000. This is only one of his many services to the Catholic Church. He is active in many Catholic charities, and his estate, East View, near that of Mr. John D. Rockefeller, at Pocantico Hills, is the Mecca of fresh air parties for children every summer. Mr. Butler is known widely as a merchant and is among the prominent Catholic laymen of this archdiocese.

Father Dunn has been head of the Society for the Propagation of the Faith during the eight years Cardinal Farley has been archbishop. In that period he has raised more than \$800,000 for foreign missions. Father Dunn is an assistant at the Church of St. John the Evangelist, where he has served for sixteen years. He is forty-one years old and was educated in St. Gabriel's School, St. Charles College, Maryland, and St. Joseph's Seminary, Troy.

Father Cassidy is pastor of the church where Cardinal Farley was assigned first as a young curate. He was a member of the Cardinal's suite on the trip to Rome. The New Brighton pastor returned just before Christmas, and on that occasion his parishioners presented to him ten one thousand dollar bills.

Father Ferrante is the only Italian priest thus honored in the decree. Father Ferrante is a clerical legal adviser and translates much of the Cardinal's European mail, being an able linguist. He is fifty-nine years old. He was educated in Italy, but came to this country twenty-one years ago, since which time he has been a member of the cathedral staff.

Cardinal Farley was busy yesterday at his home, No. 462 Madison avenue. He

did not leave the house except to go in an automobile to call at the home of the late Eugene Kelly, who died in the morning. Some time was devoted to reading hundreds of telegrams and letters of congratulation. The only callers he received were a few priests.

There were as many visitors to St. Patrick's Cathedral last night as the night before, when the police had to be called in. But the fourteen regular ushers were on duty last night. They will be in the edifice every night during the remaining eight nights it is illuminated. The crowds were admitted by the front doors and left through the side doors. There were policemen on duty in the streets, in front of every door of the Cathedral and in front of the Cardinal's house. What little was left of Christmas decorations was torn down yesterday and the work of decorating for the pontifical mass of thanksgiving next Thursday was begun.

Interest was manifested last night in the unusual effects which were obtained in the turning on of the thousands of lights on the Cathedral. The crosses are lighted first. This effect is obtained by providing the crosses with lamps of higher candle power having thinner filaments.

The lights will be turned on each evening at half-past six o'clock, to be extinguished at five minutes to eight, and a fresh start made at eight o'clock, the lamps being allowed to burn until five minutes of nine, when they will be extinguished again, followed by a fresh start at nine o'clock, similarly at ten. At eleven o'clock the lamps will be extinguished for the night.

TUG RAMS A FERRY  
IN HELL GATE TIDE

Passengers Panic Stricken and  
Knocked Down as Crash  
Comes in Mid-Stream.

Thirty passengers, half of them women, making their nightly trip from East Ninety-second street to Astoria aboard the ferryboat Steiway, at nine o'clock last night, were startled by the sudden shrieking of whistles, the jangle of signal bells and the rumble of reversing propellers.

All sprang up, knowing there was danger ahead, and then all were knocked off their feet and sent sprawling about the cabins in a crash that shattered the Steiway from stem to stern. The ferryboat seemed to rise out of the water, and the air was filled with the din of grinding metal and splintering wood.

Those who ran forward saw the prow of a big ocean going tug embedded five feet into the overhanging of the Steiway. So great had been the force of the collision that the tug cut in cleanly and stuck so fast and neither vessel took in water.

While both vessels sounded distress signals, Captain Maxwell Kohn, of the Steiway, ordered his men to calm the passengers with the assurance that there was no immediate danger and that help was on the way.

Five hundred yards away, the ferryboat Harlem, of the Steiway Ferry Company, was waiting in her slip at Astoria. Her Captain heard the distress signals and hurried out to the disabled craft.

After a quick examination it was found that the tug would have to be chopped clear and it was decided to tow both vessels just as they were to the Ninety-second street slip.

When this was accomplished the passengers were transferred to the Harlem and taken to Astoria.

Just how the two vessels came in collision on a clear night in an unobstructed fairway is something both masters declined to discuss in advance of an official investigation.

The crash occurred in Hell Gate channel, three hundred feet south of Mill Rock. The tug was the Asher J. Hudson, of the Hudson Towing Company, of Norfolk, Va., and was proceeding north to New Bedford, Conn., to take a tow. When the police launch of Harbor D. squad arrived both vessels showed the proper lights and there was no other craft in sight to cause confusion.

Robert Moon, master, and a crew of fire were aboard the Asher J. Hudson. They refused to say a word about how the collision happened.

\$5,000 BEQUEST  
TO HER COACHMAN

Mrs. Rhinelander's Will Also Directs  
That Grand-Nephew and Grand-  
Niece Shall Receive Nothing.

The will of Mrs. Mathilda F. Rhinelander, who died on January 13, was filed for probate in the Surrogate's office yesterday. Mrs. Rhinelander was the wife of Charles E. Rhinelander, of No. 6 West Thirty-second street.

By the terms of the will Mr. Rhinelander receives all his wife's personal effects, including her jewelry. Mrs. Rhinelander's coachman, James Steen, receives \$5,000. The residue of the estate is divided into six equal parts, of which three go to her husband, one to her niece Kate O. Budd, of No. 10 Gramercy Park; one to her niece Ellen L. Nisbett, of No. 218 Church row, Ardmore, Pa., and one to St. Luke's Hospital to endow beds in memory of her parents, David and Charlotte Cothel.

In one paragraph of the will Mrs. Rhinelander cuts off her grandnephew and grandniece, Henry C. Acker, and Catherine C. Acker, of Perth Amboy, N. J., from all participation in the estate. The paragraph reads:—

"It is not because of oversight or through inadvertency that I have not made bequests in favor of the children of my deceased niece, Lucie C. Acker, as it is my wish that said children shall not receive any part of my estate."

The petition accompanying the will simply gives the value of the estate as being "more than \$10,000."

'RIP VAN WINKLE' CELEBRATES  
Recreant Husband, Returned After  
Seventeen Years of "Sleep," Is  
Lodged in Jail.

[SPECIAL DESPATCH TO THE HERALD.]  
SHARON, Pa., Thursday.—Seventeen years ago O. J. Green left Sharon after a dispute with his wife and since that time has wandered over the country, "sleeping most of the time," he said. He returned to Sharon yesterday and at once began celebrating, as he termed himself a modern "Rip Van Winkle." He was picked up by the police and lodged in jail.

After sobering up he learned that his wife had a warrant out for his arrest for desertion. After leaving a forfeit he again departed, saying he would not return for another seventeen years. "I'm going into the Catskills to sleep for seventeen years more," shouted Green as he boarded a train.

PITTSBURGH WOMEN  
TO BOYCOTT BUTTER

Members of Feminine Clubs Start  
Thirty Days' War on Dealers  
to Bring Down Price.

[SPECIAL DESPATCH TO THE HERALD.]  
PITTSBURGH, Pa., Thursday.—Aroused by the soaring price of butter, housewives of Pittsburgh, led by the Congress of Women's Clubs here, have started a thirty days' boycott on the product, and the organization's secretary has been instructed to carry the fight throughout the country. It was the Women's Club Congress here which inaugurated the meat strike several years ago, when prices were high, and it was effective for a time.

"Use no butter for thirty days and we'll make these butter merchants come down off their perch." This is the appeal that will be contained in hundreds of pamphlets calling housewives of the city to a mass meeting at which the high cost of living will be denounced.

Mrs. Enoch Rauh, one of the leaders, thinks Pittsburgh should build stands along the Monongahela wharf for farmers to use in selling directly to consumers. Others want an appeal made to Congress for an investigation.

Seeking Pool Evidence, Cites Butter  
Men Before Grand Jury.

TOLEDO, Ohio, Thursday.—To ascertain if there is a tacit understanding between the local wholesalers in butter and the Elgin Board which may warrant action under a law prohibiting formation of pools in restraint of trade, Prosecutor Holland C. Webster caused several butter men to appear to-day before the Grand Jury.

The prosecutor is of the belief that an understanding exists among the local dealers, and bases his belief on the fact that, regardless of local conditions, the Toledo prices follow directly those of the Elgin market.

## SOUGHT TO SELL HIS CHILD.

Husband's \$50,000 Bargain with  
Italian Count Wins Wife Divorce.

[SPECIAL DESPATCH TO THE HERALD.]  
PITTSBURGH, Pa., Thursday.—Mrs. Francis B. Lisbon to-day won a divorce from her husband, Harry D. Lisbon, chiefly because Mr. Lisbon wanted to sell their six-year-old daughter, Margaret, to an Italian Count several weeks ago for \$50,000.

Mrs. Lisbon testified:—"My husband came home one evening and said:—'Beatie, an Italian Count has just offered me \$50,000 for Margaret. I told him I would bring the baby to him at once if you would give your consent.' I nearly fainted at this." On the following day Mrs. Lisbon started divorce proceedings.

MORE CARS AT ONCE  
IS OFFICIAL ORDER  
TO SURFACE LINES

Public Service Commission  
Acts Immediately After Find-  
ing Complaints Are Just.

FIND THOUSANDS  
WAITING IN RUSH HOURS

State Investigators Report That Traffic  
Congestion Is Caused by System of  
Running Cars Short Distances.

## WAY OF GREATEST PROFIT

Complainants See Justification of Charge  
That Passengers Are Being Driven  
to Subway and Elevated Lines.

After one day's investigation of the complaints of HERALD readers that the poor service on the surface street car lines of the city forced thousands of persons to wait in the cold and storms, the Public Service Commission found overwhelming proof that the complaints were well founded. Less than twelve hours after the complaints were printed yesterday the commission sent a peremptory order to the New York Railway Company to improve the rush hour service at once.

The investigation made by the Public Service Commission's agents disclosed that more than one-half of the number of surface cars crossing Thirty-fourth street northward by the Broadway and Sixth avenue routes during the evening rush hours go no further than Fifth or Fifty-ninth street. It also was revealed that the cars on those routes with destinations further northward are overcrowded frightfully. There is no report of overcrowding on cars running to Fiftyth and Fifty-ninth streets only.

This not only bears out fully the complaints made, but it also shows that the observations made in the last week by reporters was a more than fair exhibit of the conditions which have been the sources of complaint.

## Better Service Ordered.

Information obtained by the Public Service Commission in its investigation was a surprise, and it was said, a disagreeable one, to that body. The report of its agents on the surface traffic conditions north of Thirty-fourth street on lines passing up the west side was completed only last night. It was followed immediately by the peremptory order to the New York Railway Company, directed improvement of this service and elimination of the evidences of bad service which the commission's agents had reported.

The commission's order, which was sent to Frank Hedley, manager of the New York Railway Company, asked for an improvement of the service both on the Sixth avenue and Broadway lines north from Thirty-fifth street.

The inspection made by the commission of the service on these two lines showed that in Broadway the average loading was up to the full capacity, forty-eight cars carrying 945 standing passengers. Of these cars taken on the day the observation was taken fifty-one per cent stopped at Fiftyth and Fifty-ninth streets. As to headway, the intervals between the passage of thirty-four per cent of the cars were less than one minute, of forty-three per cent between one and two minutes, of eighteen per cent between two and three minutes, and of four per cent between three and four minutes. It was found that the cars going beyond Fifty-ninth street were overloaded during every fifteen minute period from five o'clock to half-past six o'clock in the evening. The commission's order requires either the running of enough cars to provide as many seats as there are passengers during every fifteen minute period or the maximum number of cars that can be operated.

## Find Cars Overloaded.

On the Sixth avenue line the commission found on the day of observation an average load of seventy-two per cent, with four overloaded periods, twenty-two cars carrying 46 standing passengers. Of these cars seventy-one per cent went to Fiftyth and Fifty-ninth streets. There were four overloaded periods in the service to 1907 street, and the headways varied from less than one minute to ten minutes and five seconds. Several long intervals were observed between cars, two occasions being observed where six and nine short line cars preceded the 16th street cars.

Those of the complainants to the HERALD who appeared to have given more than superficial study to the conditions of which they complained presented a very interesting analysis of the New York transportation problem and its existing condition. They flatly declared that it is not and it will not be the voluntary object of the directing management of the whole transit system to run any more surface cars on long routes than they are compelled to.

There is nothing in the history of passenger transportation, above or below the streets of New York, to contradict their argument. In the overcrowded condition of the subway and the elevated lines persons familiar with the subject found a very strong suggestion in support of their argument that the surface car service was bad because the aim was to crowd the subway.

Their analysis sets forth that the subway system is carrying almost four times as many passengers as the number it was built to accommodate. The notices posted in its cars and on its station platforms by the management corroborate this. The complainants point out that in these conditions every passenger who is forced to use the subway because other routes have daily needs are not available, adds five

"CHANCE"  
JOSEPH CONRAD'S Greatest Novel of the Sea, Was Written Especially for the  
NEW YORK HERALD  
The First Instalment Will Appear NEXT SUNDAY, Continuing Every Sunday There-  
after. DON'T MISS IT.